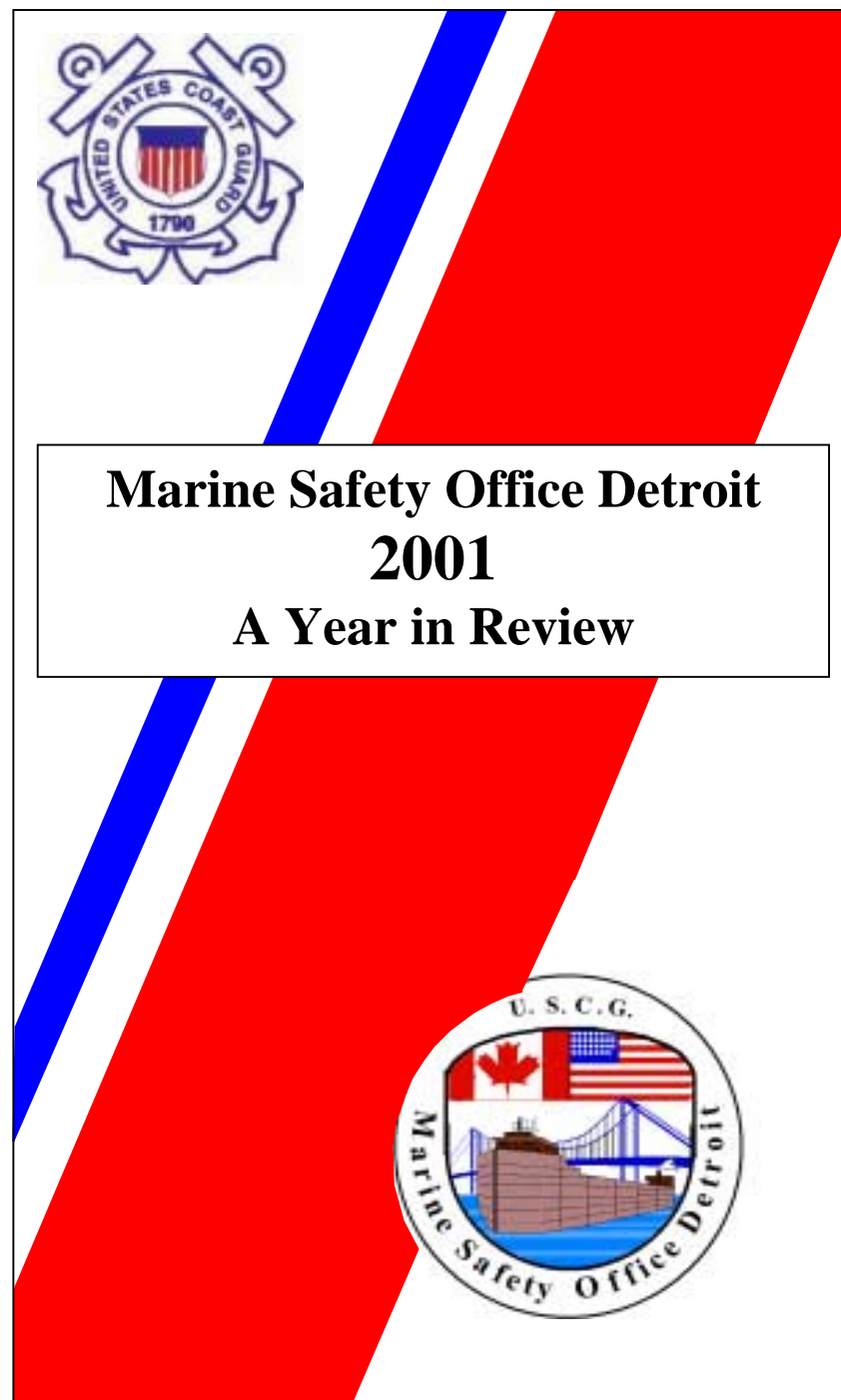


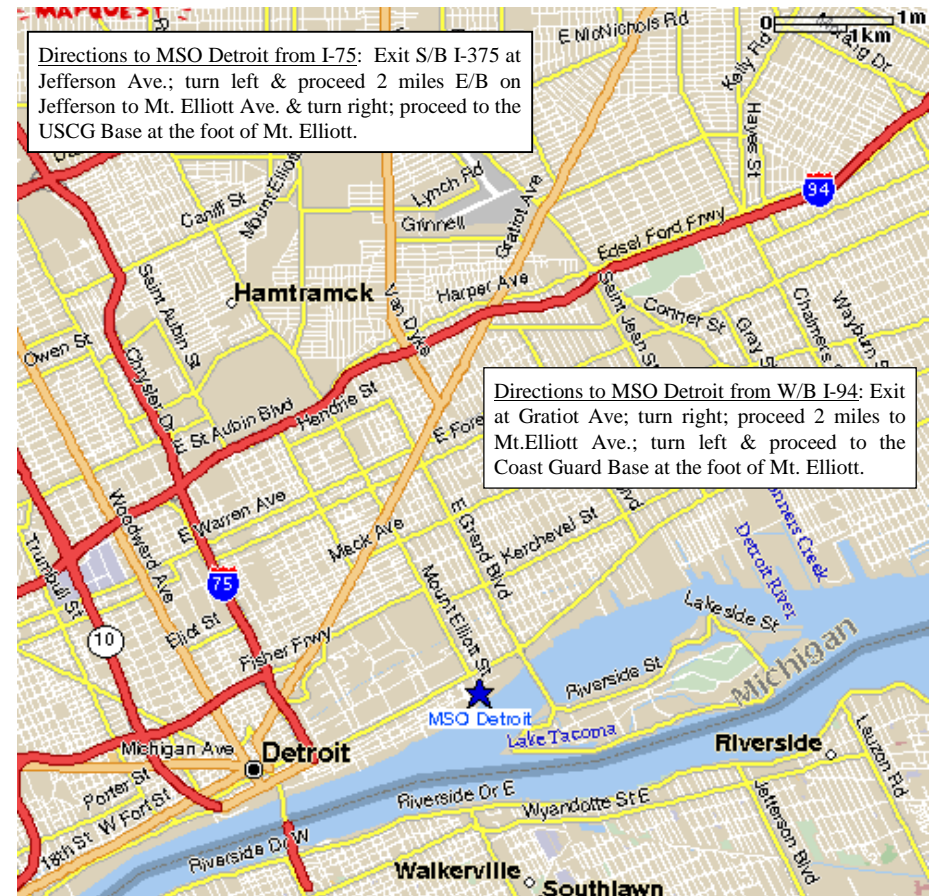
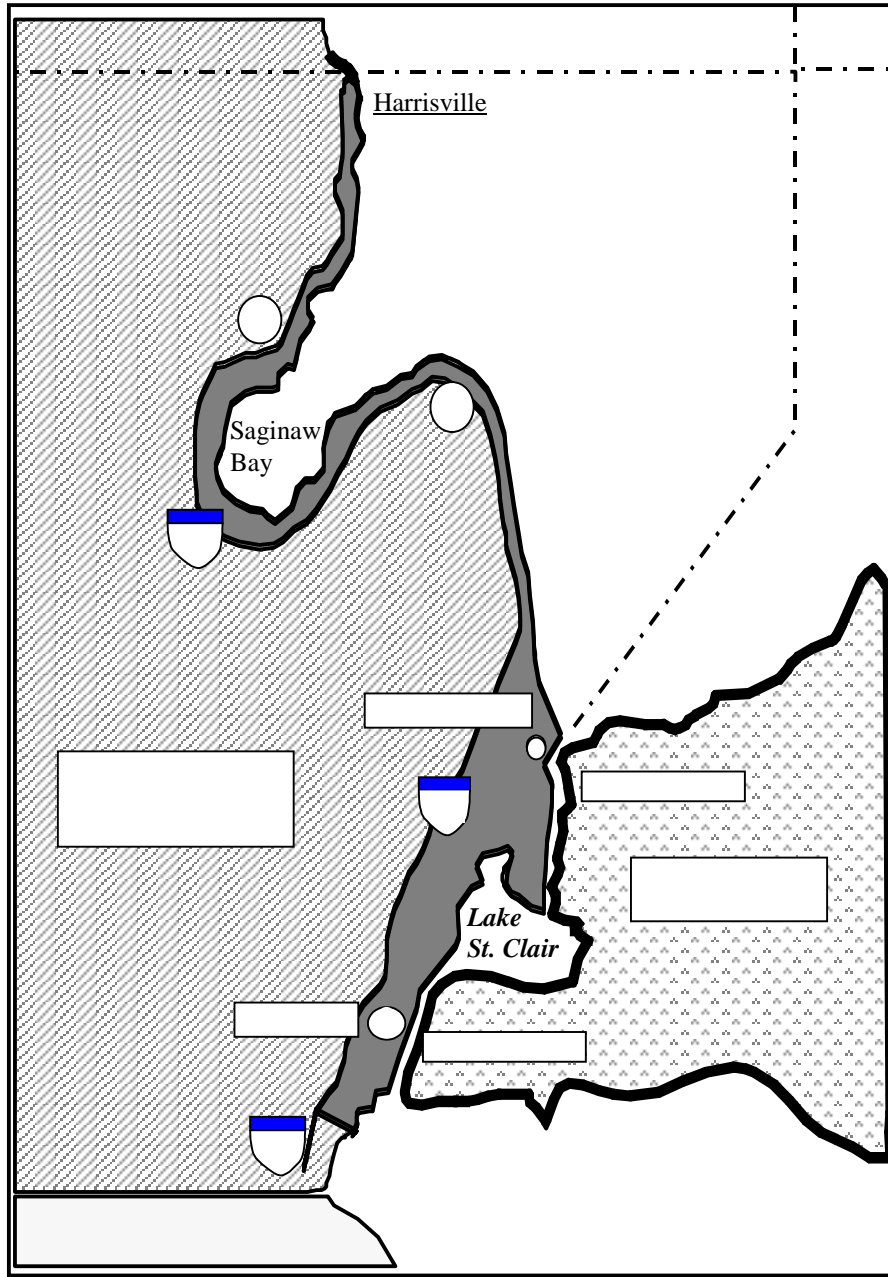
### Homeland Security River Watch Program

The recent terrorist attacks within the United States have caused an increased public awareness of possible illegal activities. In response to public demand, we have launched, in conjunction with the INS, Border Patrol, FBI, Customs and Michigan State Police, the "River Watch Program". Much like a "Neighborhood Watch Program", this effort is meant to inform and, educate, as well as enlist the aide of all citizens who may witness suspicious activities.

**To report any suspicious activity call the U.S. Border Patrol at 1-800-537-3220; or contact the U.S. Coast Guard using Marine VHF Radio Channel 16.**



## MSO Detroit Area of Responsibility



### Mailing Address & Phone Numbers:

Commanding Officer  
Marine Safety Office  
110 Mt. Elliott Ave.  
Detroit, MI 48207-4380  
Office: (313) 568-9490  
Fax: (313) 568-9581



## **Future Focus**

As we forge ahead into 2002, MSO Detroit is faced with greater challenges than ever before. Our efforts to safeguard the waters of Southeast Michigan have increased dramatically while, at the same time, we continue to provide the same high quality service we are known for. In 2001, we committed significant human and physical resources to the Port Security mission, which we will continue to do in 2002. One of our main goals in our effort to ensure a safe port area is to enhance our interoperability with other government agencies having similar functions. We have already begun work with the FBI, the Immigration and Naturalization Service, U.S. Customs, the Detroit Police Department, other local Police Departments, and a host of other agencies with law enforcement and public safety responsibilities, including Canadian officials to ensure we all know our roles and what we can expect from each other if security was breached along the waterways or ports of Southeast Michigan.

Also in 2002 our ability to respond to a large scale international oil spill will be tested along with our Canadian counterparts in an oil spill exercise designed to test our "Joint International Oil Spill Response Plan," the international agreement we have with Canada to join forces in the event of a pollution incident that affects both countries. The exercise will take place in December of 2002 with several of our U.S. and Canadian partners participating.

Our closet link to the port areas are the people who live, work and play on the Detroit and St. Clair River System. We will continue our outreach efforts to involve the public in our pollution prevention and port safety mission. We look forward to strengthening our relationships with the port community as we continue our efforts to reduce risks in the commercial vessel fleet, prevent oil and hazardous material spills, and to safeguard the interests of the people of Southeast Michigan and this country.



**Port Operations Office:** 1-313-568-9580  
**Emergencies - 24 Hrs:** 1-313-568-9524  
**Fax:** 1-313-568-9581  
**Web Site:** [www.uscg.mil/d9/www/mso/detroit/index.html](http://www.uscg.mil/d9/www/mso/detroit/index.html)

**Commanding Officer**  
Commander Patrick G. Gerrity

**Executive Officer**  
Lieutenant Commander Brian P. Hall (until 7/1/02)  
Lieutenant Commander Sean K. Moon (after 7/1/02)

**Officers**  
Lieutenant Commander Edmund G. Higgins  
Lieutenant Commander Patrick A. Ropp  
Lieutenant Dennis J. O'Mara  
Lieutenant Benjamin L. Smith III  
Lieutenant Peter M. Hoffman  
Lieutenant Robert E. Hemp  
Lieutenant Matthew J. Hoppe  
Lieutenant John P. Roos  
Lieutenant Junior Grade Brandon J. Sullivan  
Lieutenant Junior Grade Thomas W. Kalisz  
Chief Warrant Officer Stephen C. Petersen

**Enlisted**  
Marine Science Technician Chief Steve Siler  
Marine Science Technician Chief Don Ball  
Machinery Technician First Class Derek Fletcher  
Marine Science Technician First Class Jim Rachwal  
Storekeeper First Class Jennifer Moore  
Boatswain Mate Second Class Kyle Neitzel  
Yeoman Second Class Brent Ruggles  
Marine Science Technician Second Class Joe Stewart  
Port Securityman Second Class Andree Tarrant  
Marine Science Technician Third Class Kevin Carroll  
Marine Science Technician Third Class Eric Pugh  
Marine Science Technician Third Class Ray Wagner  
Marine Science Technician Third Class Ben Russell  
Machinery Technician Third Class Ryan Stewart  
Port Securityman Third Class Tony Roman  
Boatswain Mate Third Class John Tuohy  
Seaman Heath Ranger

**Civilians**  
Dr. John H. Hartig  
Mr. Richard W. Hawkins

**Auxiliarists**  
Dr. Mitch Kamlay



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Coast Guard Base Detroit, located at the Foot of Mt. Elliott, is home to Marine Safety Office Detroit.



A disabled freighter in Lake St. Clair is boarded by MSO Detroit personnel for inspection.



MSO Detroit personnel overfly Anchor Bay to inspect ice condition onboard an HH-65A helicopter from Air Station Detroit, January 2001.



An example of the waterways management responsibilities of MSO Detroit was the transit of the historic liberty ship, the former *USS John W. Brown* up the Detroit River



The Rouge River and the surrounding Rouge industrial complex are a very important part of Marine Safety Office Detroit's area of responsibility for environmental protection.

## **Message From the Commanding Officer**

On August 17<sup>th</sup>, 2001 I had the privilege of relieving Captain Steve Garrity as Commanding Officer of MSO Detroit. It was a wonderful, warm and sunny day and an excellent event, never would I have envisioned that in less than one month my new command would be deeply enmeshed in the serious and challenging effort of ensuring the safety of our ports and waterways. The events of September 11<sup>th</sup>, 2001 will forever be etched in all of our minds, and we now realize that terror can reach us in places that we once thought were safe and unthinkable as targets.



As we all know now, the enemies of our country seek to hurt us in ways we never imagined and the rules of warfare have a whole new chapter. Fortunately for me I have a excellent crew, great assistance from various law enforcement and safety organizations (both Canadian and U.S.) and partners in the marine industry that are willing to do whatever is necessary to improve the security of southeastern Michigan's ports and waterways.

While security dominated the last quarter of MSO Detroit's workload, the unit also was involved in many other missions in 2001 including planning and monitoring the spectacular "Parade of Tall Ships" that over 2.5 million spectators enjoyed in Detroit and Bay City in July. The effort to plan and organize the visit of 25 Tall Ships to the Detroit and Bay City areas was a massive undertaking for this office as well as a variety of organizations that required over a year of effort, but the payoff was an exhilarating event that was flawlessly executed with no waterborne injuries or mishaps.

Several other high visibility events occurred within MSO Detroit's area of responsibility in 2001 that are highlighted in this report including our response to two massive fires that discharged hazardous gases into the atmosphere and our investigation into the loss of the *J. W. Westcott II*. Beyond the events that made the news in 2001, the personnel of MSO Detroit quietly toil daily to ensure the safety and protection of the mariners, vessels and the marine environment in Southeast Michigan. On a typical day, personnel from MSO Detroit check marine facilities for compliance with federal regulations, perform surveillance of the port, meet with key partners to plan for upcoming exercises, inspect small passenger vessels and work with law enforcement agencies to discuss security issues.

I am pleased to be the Captain of the Port of Detroit and to be part of an international marine community that places so much priority on safety and protecting the marine environment. I look forward to working with all of you.

## In 2001, MSO Detroit...

### Marine Safety



Tall Ships moored at Hart Plaza during the Detroit 300 celebration in July 2001

- Oversaw the planning and execution of the “Detroit 300 Parade of Ships” and the “Bay City Tall Ships Celebration.”
- Monitored 26 fireworks load-outs, correcting numerous safety violations.
- Performed an intervention on the cruise ship *Arcadia*, after detecting several serious health and safety violations.
- Investigated the sinking of the mail boat, *J.W. Westcott II*.

### Environment

Hazardous black smoke rises from the Stylecraft Chemical Plant after a fire tore through the plant in August of 2001, releasing toxic fumes into the atmosphere.



- Directed the response to the chemical explosion, fire and hazardous gas release at the Atofina Chemical Plant in Riverview, MI.
- Directed the response to the fire and hazardous gas release of at the Stylecraft Chemical Plant in Detroit.
- Investigated and detected the sources of a mysterious 8.4 million gallon spill of ethylene glycol spill in Gibraltar.



The coast guard cutter *USCGC Bramble* (WLB 392) provides support to MSO Detroit by playing host platform for government, industry, political and environmental leaders at the Mud Island dedication ceremony, June 2001.



An up bound Laker with Belle Isle and downtown Detroit in the background





MSO Detroit Pollution Investigators responded to this incident to prevent oil from entering the water when this car broke through the ice on Lake St. Clair, January 2001.



A ship unloads its cargo at a Saginaw River terminal.

A Laker makes its way through the ice on the Detroit River, January 2001.



- Kept the Detroit/St. Clair River system open to commercial traffic during several ship groundings.
- Ensured the continuous movement of commercial ships during the "Detroit 300 Parade of Ships" and the "Bay City Tall Ships Celebration."
- Continued cooperative efforts of the "Detroit/St. Clair River Operators Work Group" to ensure safe vessel transits during periods of heavy ice, and other marine events.

### **Port Security**



LCDR Ed Higgins, MSO Detroit's Chief of the Port Security Department, at the base of the Ambassador Bridge with Jack Tealsworth, Director of Loss Prevention & Security for the bridge, December 2001.

- Established a Port Security Department and activated reserve personnel.
- Conducted security surveys of critical waterfront infrastructure and facilities.
- Worked closely with waterfront facility owners to improve their overall security.
- Coordinated the escort of vessels carrying certain hazardous or dangerous cargoes, and passenger vessels.

## Marine Safety

*Eliminate deaths, injuries, and property damage associated with maritime transportation, commercial fishing, and recreational boating.*

The core responsibility of MSO Detroit is to protect the lives and property of people as they work and play in the marine environment. To reduce the risk of vessel casualties in 2001, MSO Detroit performed inspections on passenger, freight and tank vessels. We also continued to inspect and admit commercial vessels into our award-winning "Streamlined Inspection Program" (SIP), which we initially developed with the Interlake Steamship Company in 1998. The SIP program incorporates the concepts of internationally accepted safety and quality management systems and the International Maritime Organization's Safety Management Code to place the



A freighter unloading cargo in the Port of Detroit.

responsibility for safety on the vessel's owner, management company, and crew. Further, we brought 100% of the commercial vessels operating in our zone into compliance with current drug testing regulations.

In addition to ensuring the safety of commercial vessels in 2001, we inspected shore side facilities that transfer fuel and other hazardous cargos. We also reached over 7,000 people through

our popular "Sea Partners Program", an educational outreach program designed to inform the public on the importance of keeping trash, garbage and other pollutants from entering our waters.

In 2001, MSO Detroit personnel responded to two particularly tragic events that resulted in the loss of life. In July an explosion, fire, and hazardous gas release took the lives of three workers at the Atofina Chemical facility; while we were in charge of coordinating the response to the accident, the National Transportation Safety Board is investigating the cause of the incident. In October, the *J. W. Westcott II* mail boat capsized and sank with the loss of two lives; MSO Detroit is currently finalizing the investigation into the cause of this accident.



Over 20 Tall Ships line the Detroit River waterfront during the Detroit 300 Festival and Sail Detroit 2001, July 2001.



One of the 18 bulk liquid fuel and hazardous material facilities in the MSO Detroit Zone.



## Port Security

*Deter, detect, intercept and respond to threats, acts of aggression and attacks by terrorists on the American homeland while maintaining our freedoms and sustaining the flow of waterborne commerce.*

Since 1917 the Coast Guard has been the primary federal agency responsible for the security of our nation's ports and waterways. To ensure our ports are safe, Captains of the Port have broad and strong legal authority to secure and manage any situation that arises. This authority gives them the legal basis for ordering or approving just about any movement of shipping within the port. Not since World War II has the port security mission taken on such a significant role within the Coast Guard as it has following the terrorist attacks of September 11th. As a nation that depends so heavily on our Great Lakes and its connecting rivers as avenues for its economic prosperity, the personnel of MSO Detroit know the importance of ensuring the protection of our ports and waterways and the ships that use them against further act of terrorism.

Immediately following the terrorist attacks of September 11th, MSO Detroit led a coordinated effort, with the assistance of USCG Group Detroit, USCG Air Station Detroit, a variety of Canadian agencies, numerous federal, state and local emergency response and law enforcement agencies, and numerous marine industry stakeholders to establish tactics to ensure a terrorist incident did not occur within the ports or waterways of southeastern Michigan. These tactics consist of a concurrent campaign of: using various intelligence tools to enhance our awareness of port activities; improving the physical security of commercial vessels, marine facilities and waterfront infrastructure; planning and exercising responses to terrorist incidents; and enlisting the assistance of the public in the war against terrorism.

MSO Detroit has received significant recognition for developing the "Homeland Security River Watch Program," a public outreach program launched in partnership with the FBI, INS, Customs, Border Patrol and Michigan State Police, that is designed to get the citizens that live, work or recreate on our waterways to report any observed suspicious activities.

In addition, personnel from MSO Detroit assisted in the development of a computer-based risk assessment tool to quantify the vulnerability of waterfront facilities and infrastructure; this model has been adopted and is in use Coast Guard-wide.

Unfortunately, terrorism could occur anywhere and at any time without warning. We at MSO Detroit will continue to do everything within our abilities to protect the ports and waterways of Southeastern Michigan and we ask that each of you that work, live or recreate along our waterways to remain vigilant and to immediately report any suspicious activity that you observe.

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## Protection of Natural Resources

*Eliminate environmental damage and natural resource degradation associated with all maritime activities, including transportation, commercial fishing, and recreational boating.*

The Coast Guard's role of protecting natural resources; embracing



Atofina Chemical plant facility fire, July 2001.

education, and prevention, enforcement, response, containment and recovery – is a vital element in our nation's quest to ensure a healthy water resource for generations of Americans to come. In 2001, we mounted the largest environmental response on the Great Lakes in several years when a railroad car at the Atofina Chemical Plant in Riverview, MI exploded, releasing hazardous chemicals. We immediately called in our "Atlantic Strike

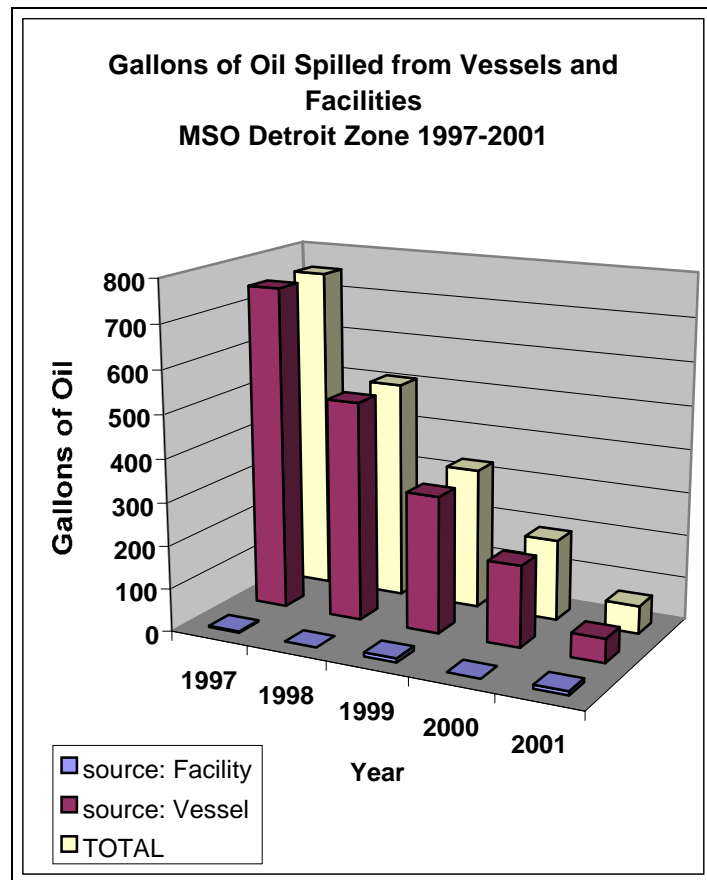
Team" to assist with the response and partnered with the local community and response agencies to mitigate the impacts of the incident. In addition, to reduce the risk of exposure to the harmful gasses, the Coast Guard closed a portion of the Detroit River to all vessels. Just weeks later, another explosion that released hazardous gasses occurred at the Stylecraft Plant, a metal chroming business in Detroit. Again, MSO Detroit responded to protect the workers and residents in the nearby community.

In addition to the two fires, MSO Detroit personnel responded to a unique pollution incident involving the release of 8.4 million gallons of ethylene glycol from the Detroit Metro Airport into the Frank & Poets Drain, which eventually made its way into the Detroit River. MSO Detroit responders searched for over 2 days to find the source of the spill, which was initially detected in Gibraltar, MI. While the Captain of the Port is solely charged with responding to pollution incidents in the coastal zone, our close ties with other local, state and federal response agencies, relationships forged through prior planning and experience, was a tremendous assistance in mitigating the negative impacts of each of these incidents.

We continued our partnership with the "Detroit River Navigator" in 2001. In July, MSO Detroit participated in a ceremony in which Mud Island was transferred from private ownership to the "River Navigator" for preservation and environmental education.

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## Pollution Statistics



MSO Detroit's pollution prevention efforts have paid enormous dividends as the amount of pollution from oil has dropped significantly over the past five years, from 752 gallons in 1997 to just 65 gallons in 2001. Spills from vessels still make up the majority of the oil spilled. In the past five years, waterfront facility spills accounted for less than 5% of the total volume of oil spilled.

*Facilitate maritime commerce and eliminate interruptions and impediments to the economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.*

The Coast Guard plays a key role in facilitating the safe movement of



An up bound freighter transiting the Detroit River.

commerce through our ports and waterways. The continued mobility of commercial shipping in the Detroit and St. Clair Rivers is crucial to not only the local and state economy, but to the entire country's economic welfare. The Port of Detroit is the center of much of this shipping activity.

In 2001, the largest gathering of Tall Ships on the Great Lakes took place in the Detroit River. This event drew millions of

spectators to the Detroit and Windsor waterfront. MSO Detroit played an instrumental role in facilitating all aspects of planning this event. The main goal for this event was to minimize disruption to shipping while ensuring a safe event. This was accomplished with the cooperation of the Great Lakes Carriers Association and Canada's Marine Communications and Traffic System in Sarnia.

Again in 2001, as in years past, MSO Detroit played a significant role in coordinating the safe movement of vessels through the ice-bound waters of the Detroit/St. Clair Rivers corridor. Through regular communication with shipping companies and U.S. and Canadian ice breaking resources, ships were able to plan transits and avoid potentially hazardous ice conditions.

During 2001, we reached out to the commercial towing industry to help reduce the risk of casualties. While the Coast Guard does not require these vessels to be inspected, we offer a voluntary examination program to assist tow vessel operators improve the safety of their vessels. In 2001, we conducted safety audits on three tow vessel companies in the Detroit area. We will continue offering these non-punitive voluntary dockside examinations to other classes of vessels in 2002, including uninspected passenger and fishing vessels.